

3: Savonnet --3 E-5 (no date) 1955

MS37 Senegal MS37

Serer FA32

Wolof MS30

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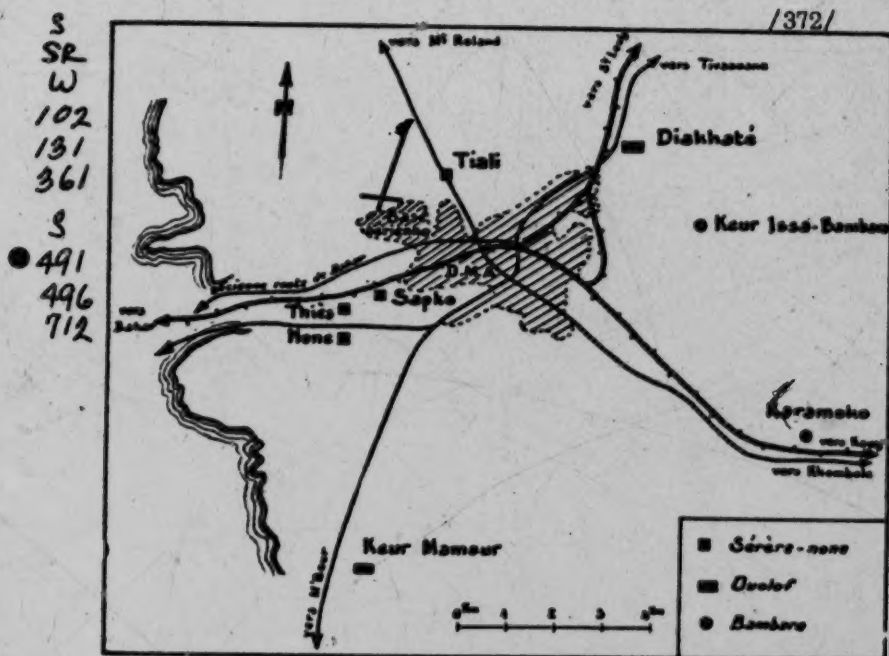


Fig. 1. Thiès, location of the villages mentioned in this study.

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361 /373 cont. / by its internal plan (it is dispersed in a loose arrangement), but by the arbored countryside that surrounds it.

Karamoko, on the other hand, resembles a Wolof village: few or no trees except around the huts, a monotonous and open countryside.

S
369 The founding and the rapid growth of Thiès seems to have entailed perturbations in the life of the neighboring villages, especially at the end of the last century.

5: Crowder J-5 (1955-1961) 1962
MS37 Senegal MS37

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SENEGAL

137 reaching economic development plan. Mamadou Dia
666 has described the plan as the 'décollage' or taking-off
point of the country's development. The plan is the ex-
pression of the African socialism of which Senghor and Dia
have so long dreamed. It has two important points.
[474] Relatively little emphasis is placed on industrialisation,
and fundamental to the development of the country are
'rural animation' and co-operatives through which the
people will be made aware of the great future that could be
theirs if only they co-operate in the realisation of this
plan. Already 80 per cent of peasant farmers are organised
in co-operatives.

Senegal's economy is based today on the export of its
ground-nut crop of just under 800,000 tons a year. This
has been produced to the detriment of subsistence crops,
with the absurd result that Senegal, a basically agricultural
country, is importing foodstuffs to the tune of £15 million
a year. Furthermore there has been a great disparity in
the economic and social development of the towns in com-
[369] parison with the bush. Thus whilst Dakar is one of the most
modern and prosperous towns in West Africa, the Vallée
du Fleuve is abysmally poor and Casamance hitherto
neglected. Thus the emphasis is on rural development; the
[871] extension of educational facilities to a population only 30
per cent of whose children go to school; then the increase
in medical facilities; the supply of water to villages without
it; and in particular the opening-up of hitherto neglected
regions by improved communications, which includes the
[491] tarring of over 1,000 miles of roads and improvement of
600 miles of dirt road. But above all the emphasis is on the
increase of home food crops and the widening of the variety
of foodstuffs available to the peasants. It is estimated that
if the plan works out, then the global index of production,
taken as 100 in 1959, will be up to 137 in 1964. New indus-
tries such as the phosphate works at Taiba, an oil refinery,
chemical factories and textile printing works will provide
10,000 new jobs, and thus absorb some of the unemployed

progress. This he then transmits to the village, and in Casamance *animation* has worked to the extent of building a thirty-five kilometre road which cut the journey between two important villages by nearly fifty kilometres. In the Vallée du Fleuve, people who never grew rice before have now quadrupled their incomes by producing rice under a rural animation scheme.

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All this President Dia hopes will raise the standard of living of each man by 3.5 per cent each year, doubling it by the fourth four year plan in 1975.

The plan is an ambitious one, an attempt to create a new Senegal synthesising the best of Africa and Europe. If it works, and the political future of both Senghor and Dia may well depend on this, then Senegal may become a pilot nation for Africa both economically and culturally. Senegal will then be in a sense a justification for the French assimilation policy, for although it failed in its attempts to assimilate the Senegalese both culturally and politically it has left profound marks on Senegalese society. And even if the experience of assimilation in Senegal has demonstrated the immense difficulties not only of one group trying to assimilate the other to its own standards, but of even getting the assimilating group to accept the other group as political and cultural equals, the end result may be the production of an African society which, whilst maintaining its own national identity, may prove a bridge between Africa and Europe and their two cultures.

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665 little misguided. He handed me a copy of the party manifesto.
 648 On the front it read:

'At the historic moment of Bandung and of the Colonial and Imperialist system, at the moment when political confusion submerges Black Africa under French domination, our duty as Africans obliges us to bring before the masses of our country the problem of national independence and the transformation of our economy into a socialist economy.'

[204] He also handed me a copy of the party newspaper, *La Lutte*, 'The Battle', which is surprisingly well produced at an intellectual level. It even had an article explaining why Sputnik stayed up. On another page a cartoon demonstrated party feeling towards France: Picture I. Thin, Belsen figure, in casque colonial, sucks from straw the lifeblood of Africa—Picture II. Fatter version of this Frenchman leaves for home, a small Africa behind him.

But the magazine was directed not only against France. Jibes were made at the Minister of the Interior of the Senegal, and at the high wages paid to Ministers. Mahjemout Diop was later arrested on the orders of the Minister of the Interior.

OLD SENEGAL

Dakar—Gorée—St. Louis

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Our third afternoon in Dakar, Arnold and I took the afternoon ferry to Gorée, a tiny island embraced by the bay of Dakar. This island, which until the turn of the century was better known than Dakar itself, was discovered in 1444 by Dinis Dias, one of the early Portuguese explorers, and commands the entrance to the port of Dakar, so that for long it was prized as the most strategic of islands on the Guinea Coast. Today it is no more than an historical relic, but whether against a clear blue sky or of dark grey rain clouds massing for an assault on the mainland, it serves as a reminder that though in Africa the revolution has taken place largely over the last ten years, its groundwork has been prepared by centuries of contact with Europeans and their way of life.

The small ferry was crammed with trippers, armed with

369 Metropolis. Until recently the African élite has always come from
 [571] St. Louis. It is a sort of spiritual centre of Black Africa. It had the
 [873] first school—Lycée Faidherbe. And in 1866 it was given the first
 Hotel de Ville of the French Union. It is the cradle of the French
 Union. It would be a tragedy if it died.

369 To such men as these it seems scandalous that St. Louis with
 175 its great history and traditions should give way to a parvenue like
 Dakar. Of all West African cities St. Louis is the one with the most
 illustrious and fascinating history. It was called St. Louis after
 the great French King, Louis XIII, in the middle of the seventeenth
 century. However, in the following century it began to expand
 into a town whose inhabitants were a distinct race, comparable
 [563] to the Créoles of Sierra Leone. White and black intermarried to
 form a group known as the St. Louisians. During the eighteenth
 [591] and nineteenth centuries these were the great families of the
 [554] Senegal, though today they are losing importance. Names like
 Carpot, Descanet, Deves, Guillabert and Crespín are still remem-
 bered with respect in St. Louis.

[162] By the end of the eighteenth century the town had more than
 7,000 inhabitants and in 1778 a mayor, who had to be chosen
 [633] from the local population, was charged with the maintenance of
 good relations between the people and the Governor. In 1833
 [641] all inhabitants of St. Louis were given the status of French
 citizens.

Perhaps the most important date for St. Louis and for West
 Africa was 1854, when General Faidherbe was appointed
 Governor. Today his mark is still firmly on St. Louis. The
 [361] ordered layout of the city and its streets were his work. The large
 [491] bridge connecting the island on which St. Louis stands to the
 mainland is named after him. The city's most important and
 famous school is the Lycée Faidherbe. And even now one can
 listen to old folk sitting on the benches of the park, in which his
 statue stands, telling tales of the great General, who had fought
 against the famous Toucouleur chief, El Hadj Omar and brought
 Senegal, Soudan and Mauretania into the French orbit. Perhaps
 some of these old people are his own descendants, for he is
 reputed to have been a prolific father.

[162] By 1878 St. Louis had grown to a city of 16,000 inhabitants,
 and despite the rapid expansion of Dakar and Rufisque farther
 down the coast, there was little to worry about the
 future.

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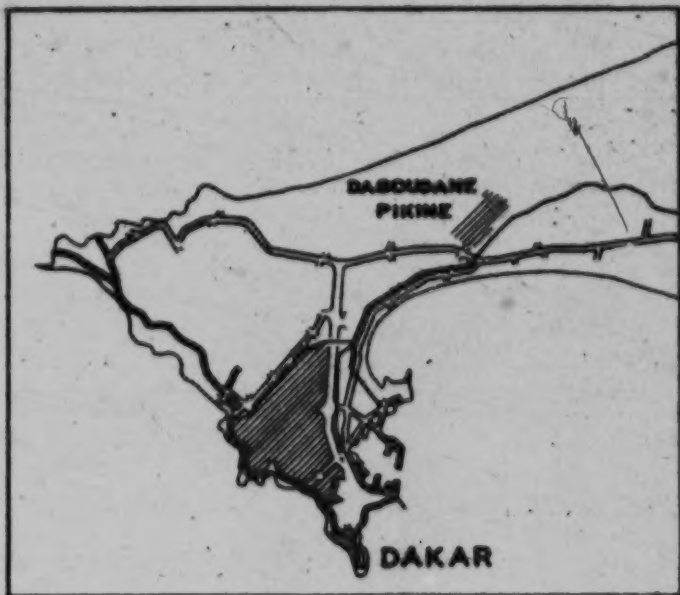
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[131] At kilometer 13 on the Dakar-Rufisque highway and branching off at a right angle to the latter there is a side road with a sign bearing the notice: Dagoudane-Pikine. Two hundred meters farther on, just beyond the church on the left, the road forks, and the right branch, after passing between two gas stations, in turn divides in two. These three roads, after describing several more or less sinuous meanders, take a north-west direction and traverse the agglomeration from end to end, the east road and the west road being symmetrical in relation to the center one.

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361 Viewed from an airplane, the agglomeration has, in general, the shape of a large rectangle laid flat, its length measuring two kilometers and the median width 1,240 meters. This impression of flatness is deceptive, for the ground is slightly hilly, and the 2 CV which ventures into the cross streets may have the disagreeable experience of not being able to climb back up certain sandy slopes. Very schematically the terrain appears thus: the two center streets and the west one extend along the summit of one dune, with a depression between the two. To the west of the west street, the land descends slightly and then rises again before dropping down to the Niayes. The east street, on the contrary, is located halfway up the slope of a dune, the summit of which runs along the center street and is separated from the latter by a depression which sinks down more and more as one turns northward. Finally, to the east, the land rises again slightly before the railway which skirts Pikine and bounds it on the east. On the north it is -- or rather was, for the land was already divided into lots in 1960, the date of the investigation -- the route of the Niayes which forms the line of demarcation, and on the west the Niayes themselves. /156/ On the south, except for the sheds of the ICOTAF in the eastern part, there is no clear boundary.

36 For the visitor who views the agglomeration for the first time, Pikine leaves a contradictory impression: first, of uniformity and monotony. It is undoubtedly easy to orient

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- 36 oneself once one has grasped the principle of the cutting up of the city into four sections by the three axes of roads, just as it is easy to align the principal landmarks on each of the two extreme axes: on the west road the Chavanel house opposite the first market, then the commissariat, the mosque,



- 36 and on the left, halfway, the / map appears here/ big market with, at the end, the block that houses the cinema El-Karim and a business; on the east road, at the right, the business of the Syrian, then, after the turns, the district /cité/ named after the ICOTAF because it is adjacent to the lands occupied by the factory, a long space as yet unoccupied, and finally, on the left, first the cinema El-Hilal, and, some 200 meters beyond, the second district named after the Pépinière. On the center road, by contrast, there is no notable building, but simply, towards the middle, two large empty spaces on both sides of the road, with a sports field on the right. But if one

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Fig. 1. The location of Thiès in Senegal. 1. Main paved road; 2. secondary road; 3. railroad; 4. swamps; 5. sand.

175 Verde Peninsula. As long ago as this epoch Thiès seems to
369 have been a strategic point and support point of primary im-
361 portance.

As early as 1880 the provinces of Diander and Diobas were pacified. The military posts lost their importance and were abandoned one after the other, for example, Nguiguiss (near Tivaouane) and Mbidjem. Only the one at Thiès, because of its exceptional location, survived and developed.

175 2. The commercial escale (1880-1923).

369 The years of the decade 1880-1890 correspond to the
499 period of the development of groundnut cultivation in Senegal
244 and to the construction of the Dakar--Saint-Louis railroad.

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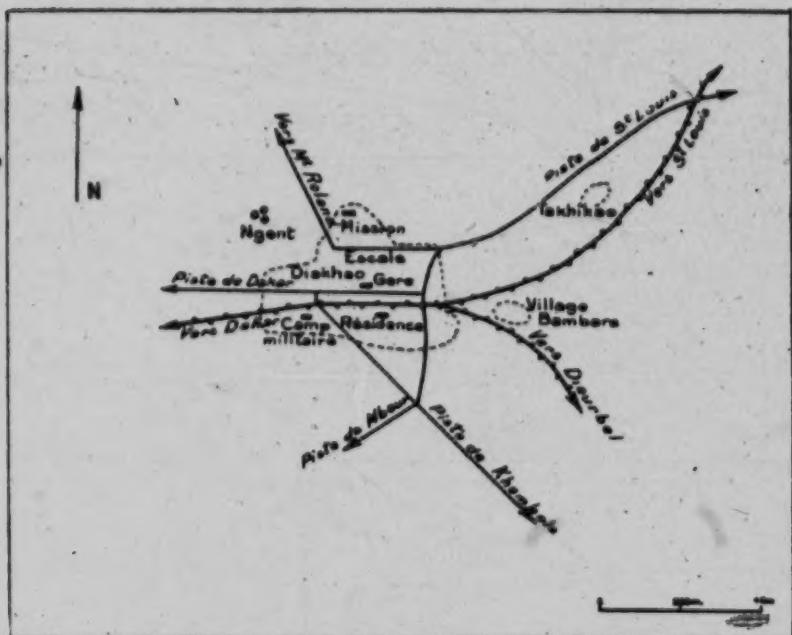


Fig. 2. Thiès in 1910.

369 acquired during the period of hostilities, their knowledge of the
441 language, and their great aptitude for adapting themselves to
563 the customs of the country and for living under very curtailed
conditions /76/ made these newcomers serious competitors whom
French commerce tried, but in vain, to eliminate. All the
concessions of the northern escale were now occupied (5); the

5. There was no question of extend-
ing the first lots farther to the north;
the concession ceded to the Mission
prevented such an extension.

newcomers -- chiefly Syrians -- set up their factorerie (6) in the

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6. Factorerie: shop where everything
is sold and where at the same time

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369 quarters spread out toward the southwest in the vicinity of
361 the workshops; "Derrière la voie ferrée /Behind the Railroad/"
and "Bambara" developed on the outskirts of "Randoulène."

4. Thiès, industrial and strategic city (after 1945).

369 The Second World War temporarily slowed down the
712 economic activity of the city. As in 1914, one saw a /77/
very earnest renewal of the military function: an autonomous
motorized detachment (D. M. A.) was established in the old
military camp which was considerably enlarged; an air base
created a little before 1940 doubled the one of Ouakam in-
stalled at the gates of Dakar and now inadequate.

The experience of the last war had demonstrated the
possible vulnerability of Dakar. Strategy demanded the
formation of a strong base in the rear areas of the capital
of French West Africa to support it if the need arose. The
location and the proximity of Thiès met these requirements.
In order to give maximum effectiveness to this enterprise,
the means of communication between the two cities had to
be improved, the military camps reorganized and modernized.

[491] A strong and wide road was built between these two cities.
Its course was different from that of the old trail; it entered
Thiès not from the west but from the south. The military
camp covered several dozen hectares, the installations of the
air base were improved and enlarged, and the annexes permitted
the permanent establishment of officers and troops (Fig. 4).

369 From 1947 to 1952 intense activity prevailed in the
361 city. The entire district, except the old escale, formed a
veritable workshop where vast avenues cut across the native
quarters, where plazas were created, where zones of green
were distributed. In the industrial precinct of the Dakar-

[498] Niger, new workshops intended for the repair of Diesel
tractors and the construction of passenger coaches were in-
stalled. New villas along more modern lines for officials
and railway workers rose almost everywhere in the city. The
old escale, paralyzed within too narrow limits, was aroused

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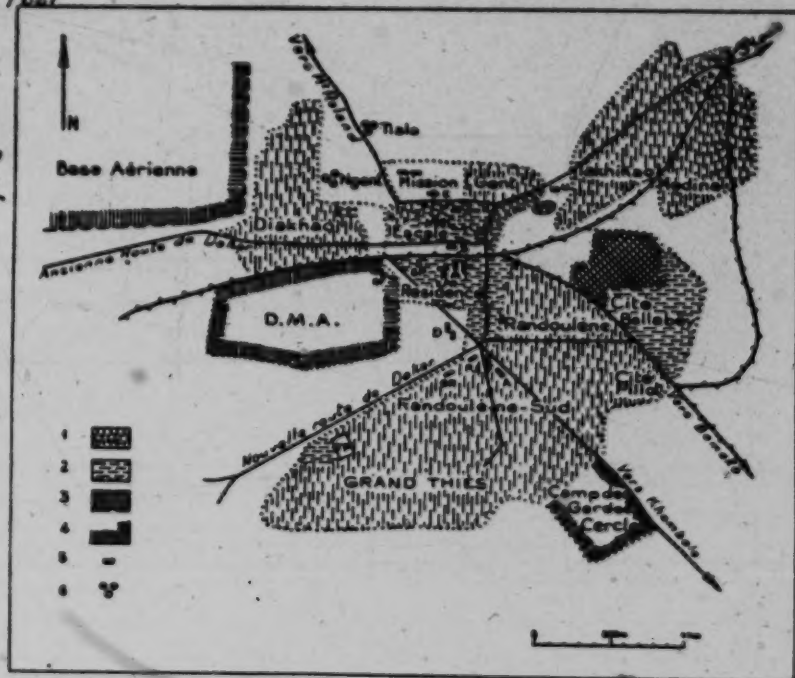


Fig. 4. Thies in 1954.

1. Residential zone of Africans; 2. Residential zone of Europeans; 3. Industrial zone; 4. Military bases; 5. Administrative and religious buildings; 5. Village. E-- Catholic church; U-- Mosque; V-- Posts; C-- College; L-- Police; S-- Station; N-- Gendarmerie; P-- Primary school; RF-- Faidherbe Redoubt; SP-- Société de Prévoyance /Welfare Society/; M-- Town Hall. T-- Treasury; R-- Residence of the Commander of the Circle; Pr-- Prison; D-- Dispensary; TP-- Public Works; PJ-- Palace of Justice; GR-- Bus station; P-- Collector's office. A-- Firemen.

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438 2. The "circuit" of groundnuts. The purchase of the
442 groundnuts in the escale and storing them in the secco of the
trader constitute only one step in the complicated circuit that
the groundnuts take from the place of production to the port
of exportation or to the oil-factories.

492 1) The means of transport. From the place of production
438 to the escale, the groundnuts essentially utilize the traditional
modes of transport, donkeys throughout the country and camels
[656] in the north. The decree of 4 September 1935 has forbidden the
[231] use of trucks. Its aims were to avoid bulky hauls, purchases at
a low price at the place of production, and, above all, to en-
courage local animal-husbandry. This system, however, carries
with it grave defects. Most often transport on the back of a
donkey is more expensive for the producer than transport by
truck because the camel-drivers and donkey-drivers impose
their own price on the peasants who do not have animals.
Moreover, the transporter guides the seller to a trader whom
the seller did not choose. Today, however, more and more
derogations are permitted, because in the south, where the
groundnut is progressing, the tsetse interdicts animal husbandry,
and in the other regions the overworked animals are incapable
of doing the transporting at the end of trade. Finally, certain
co-operatives which pretend "to collect" and not to buy do
[87A] send trucks to the places of production.

494 From the secco of the trader to the port nearby or to the
438 railroad station, transport is handled by trucks. It is essen-
tially the commercial firms, the traders, or the local oil-
makers who use them. There are few professional transporters
because the traffic is essentially seasonal. The generally bad
condition of the unpaved roads, except for the "Transgambienne"
[491] from Dakar to Ziguinchor, causes a rapid wearing-out of equip-
ment, whose amortization is a heavy burden on the budget of
the merchants..

497 The Dakar--Saint-Louis railroad and especially the Dakar-
438 Niger transport more than 200,000 metric tons of groundnuts
[Text continues on p. 21--Analyst]

/Between pp. 16-17/

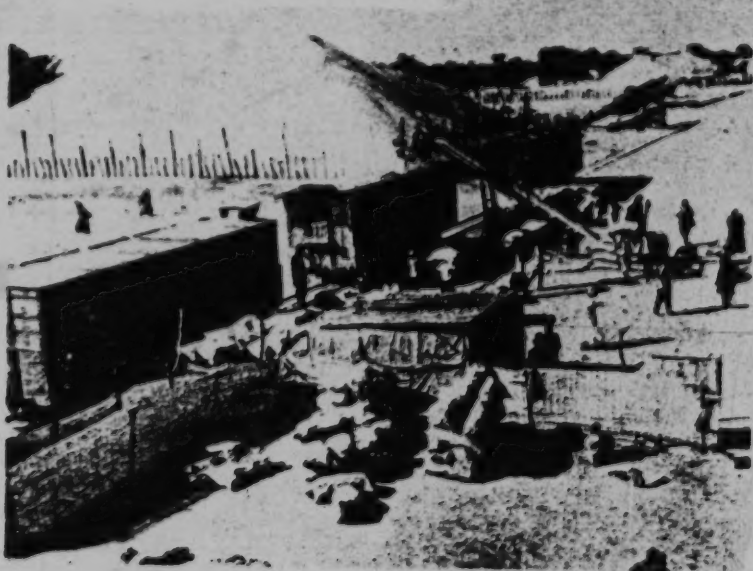
Plate II

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A. Trade: transporting the groundnuts to the trader (Diourbel).

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B. Loading the loose groundnuts into the cars at the station in M'Backé.

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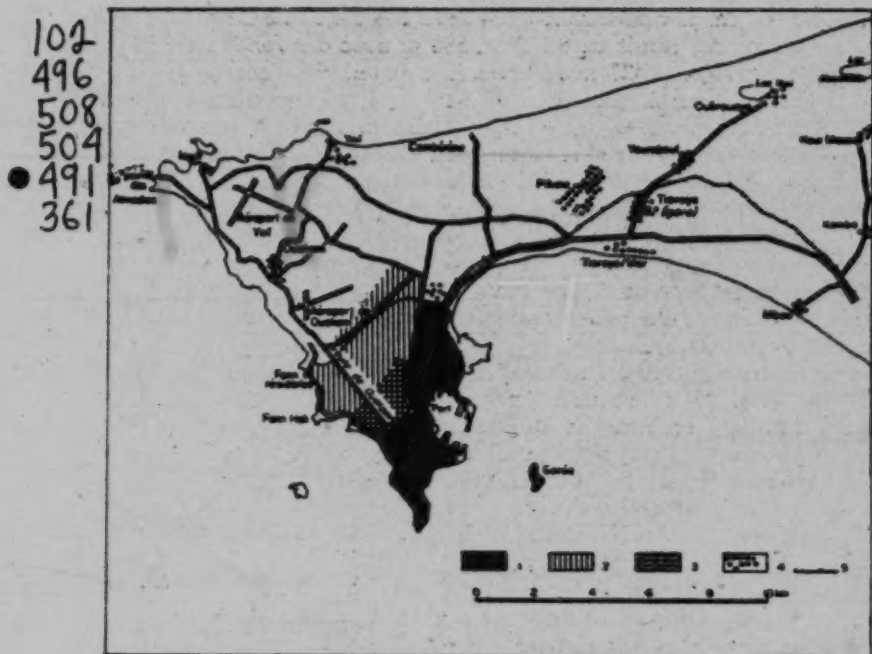


Fig. 2. The quarters of Dakar. --1. Dakar-ville and the industrial zone; 2. Greater Dakar; 3. Médina; 4. villages of the suburbs; 5. railroads.

369 groundnuts at Rufisque, nearer to the centers of production in
505 Cayor. Therefore Rufisque soon became the groundnut capital.
439 As early as 1862, 27 European or Goréan merchants were estab-
[44] lished there (and 12 at Bargny, located three kilometers farther
to the east). Three years later, this figure climbed to 35 (14).

14. Note 1 in Fondation de Dakar,
op. cit., p. 328.

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633 The activity at Rufisque was so great and the launching of Dakar so

/Between pp. 382-383/

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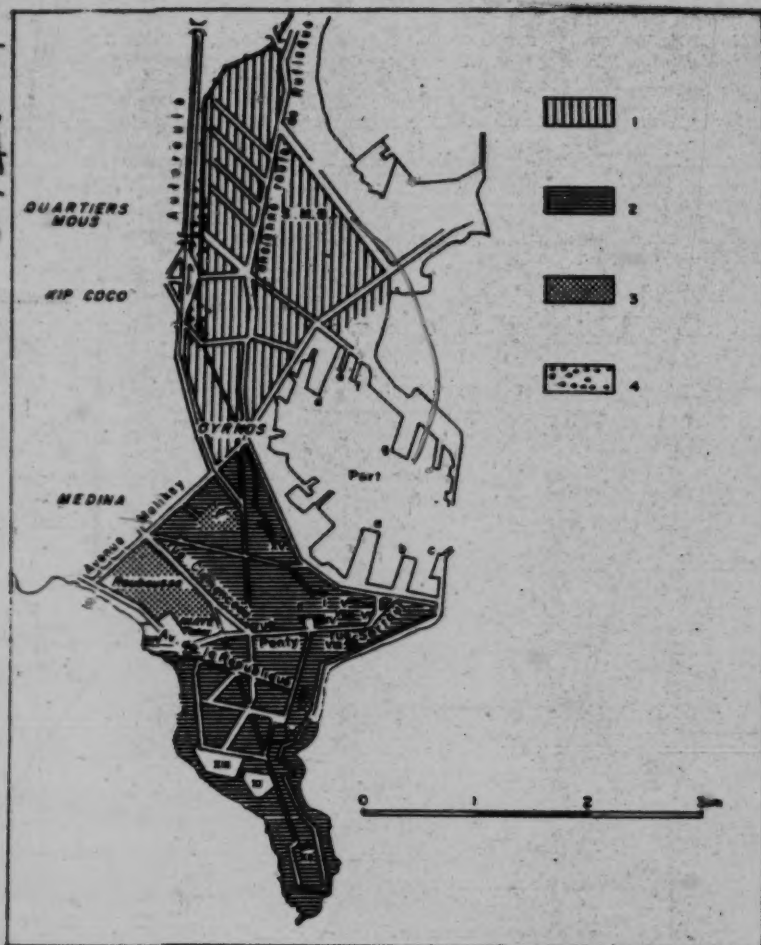


Fig. 3. Dakar. The port and the industrial zone. -- 1. The industrial zone; 2. the very urbanized sections; 3. low quarters; 4. irregular quarters.
(Caption Continued on following page.)

/Fig. 3 Caption cont. /

a-g. The piers. -- I. Town Hall. -- II. Chambre de Commerce. -- III. Sandaga Market (Ponty-Clemenceau cross-roads). -- IV. Former Palace of Justice. -- V. General Postoffice. -- VI. Treasury. -- VII. Kermel Market. -- VIII. Military Circle. -- IX. Residence of the President of the Republic. -- X. Military Hospital. -- XI. African Hospital. -- XII. Palace of Justice. -- XIII. Camp Bornis. -- XIV. Camp Galliéni. -- XV. Station.

/383 cont. / one another in Dakar are Lébou, Ouolof /Wolof/, Toucouleur /Tukolor/, Sérère /Serer/, Sarakolé, Diola, Socé, etc., who are Senegalese, but there are also Mauritaniens, Soudanais, Voltaics, Guineans, Ivoiriens /persons from the Ivory Coast/, Dahomeans, Cape Verdeans, Lebano-Syrians, French, etc. The Lébou, who are the original population of Dakar, today represent scarcely one-tenth of the population, exceeded in number by the Ouolof, the Toucouleur (20), and even by the 30,000 non-Africans.

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20. A. Diop, "L'immigration toucouleur à Dakar (enquête /investigation/ 1958-1959)," I. F. A. N., Dakar, p. 1. The author, citing an investigation by the M. I. S. O. E. S., gives the figure of 31,000 Toucouleur in 1959.

[166]

among whom the French constitute a great majority of close to 23,000 persons in residence. This character of Dakar as a region of call is illustrated first by the fact that only a little more than one-third of the population was born there, /384/ and then by the quite obvious inequality between the number of men and that of women. Before the war, among the Europeans, there were 65% men as against 25% women and 10% children (21). Today the systematic destruction of the

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21. Morazé, Ch., "Dakar," op. cit., p. 630.

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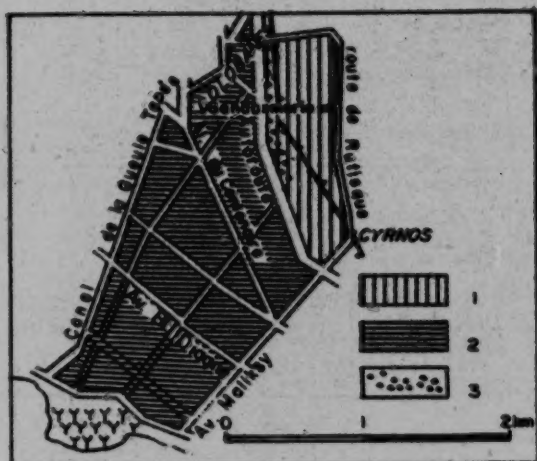


Fig. 4. Médina. -- 1. Industrial zone;
2. quarters more or less urbanized;
3. irregular quarters.

369 which progressively transformed the Dakar agglomeration.
563 There was first the creation of the S. T. A. G. D. (Service
[367] temporaire de l'aménagement du Grand-Dakar /Temporary
Office for the Arrangement of Greater Dakar/) for a system-
atic urbanization of the city. Then there was the decision
to promote a policy of lodgings for African officials, while
a society for a mixed economy, the Société Immobilière du
Cap-Vert (S. I. C. A. P.) /Building Society of Cape Verde/
[362] studied and made up forms for cheap dwellings for mere rent-
ing or for rent-sale. At the same time there was the law
called "Lamine Gueye," which equalized upward several
[465] elements of the African and non-African wages at the time
when "l'africanisation des cadres" /Africanization of the
[647] staffs/ was promoted, which led to a mixture of Africans and
Europeans in the administrative lodgings and in the new quarters
for officials. Finally, first the staff-law and then autonomy

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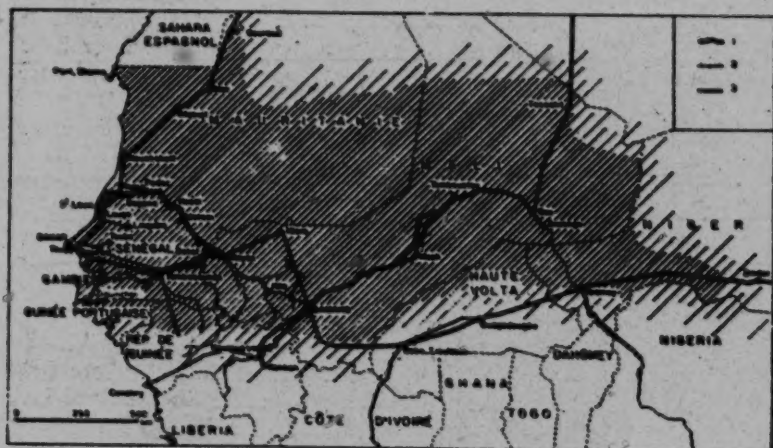


Fig. 6. Dakar's zone of economic influence.

1. Navigable course; 2. railroad;
3. road.

369 Sudanese interior, but also for the whole of former French West
433 Africa through the role of management that the administrative
439 offices, the banks, and the great commercial agencies play from
Dakar.

In truth, however, this pre-eminence of Dakar which rests only on its role as a relay-station, a "service station," which receives for redistribution, carries with it grave weaknesses. And first of all it is necessary to note that the influence of Dakar, which extends supremely over a regional assemblage larger than France, is actually /392/ nothing less than a sign of the underdevelopment of the regions thus dominated. It in fact signifies for them an economy of trade, without local conversion of the products, with few urban centers playing an important role in regional management. Now, precisely this influence, while maintaining the economy of trade, prevents any new orientation of the economy in a national sense. Because of this, the ties uniting Dakar with its zone of influence appear to be of the same nature as those that tie the colonies to their mother countries, or, more accurately, they are only shackles; the nationalism of the new states will confuse them in a similar

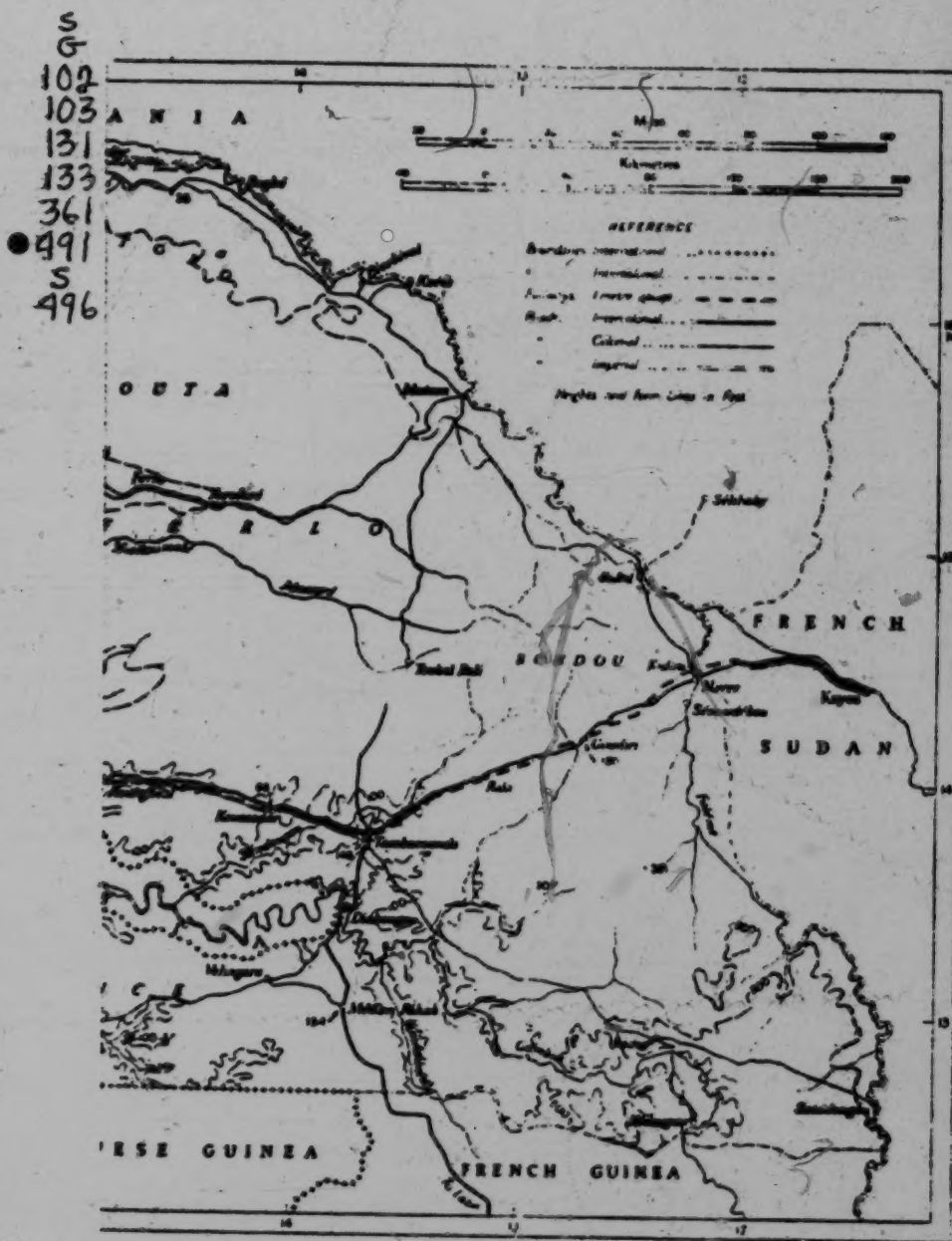
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[Facing P. 395 (A)]

FIG. 47. Seneg.

[Pp i-xvi and pp. 1-394 not processed]



THE COAST

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river is a sandy bar which sometimes prevents entry by ships for several weeks on end. After this the coast stretches south-south-westwards in a gentle curve of sandy beach. There are dunes along the shore, and, inland from them, the marshy depression already described on p. 397. There are very few villages and, indeed, very few landmarks of any kind. Seventy-four miles from the mouth of the Senegal the village of Kayar is perceptible from the sea. It is connected to Rufisque (17 miles) by a colonial road, and immediately south of it is Lake M'Baouar, which is seldom or never without water. After Kayar the coast trends more definitely south-west. Lake Retba, whose north-eastern end is $6\frac{1}{2}$ miles from Kayar, is a permanent salt lake fed by the sea. There are other lakes and swamps behind the littoral dunes. On the coast itself stands another village, Cambérène, which is $22\frac{1}{2}$ miles from Kayar and behind which rise the Petites Mamelles. These are three grey, isolated, sandy knolls, and they mark the beginning of the Cape Verde peninsula (Fig. 48).

The Cape Verde Peninsula and Goree Bay

Yof island (Plate 108), $3\frac{1}{2}$ miles west of Cambérène, stands off the village (Plate 109) of the same name. The beach on the mainland is accessible to surf-boats in all weathers. Just west of the village is a cable hut, where cables are landed, and a tarmac road runs southwards to Ouakam and Dakar. The coast is now more indented, and, $2\frac{1}{2}$ miles south-west of Yof, is a ledge of rocks which joins the shore to Ngor island and behind which is the village of Ngor. Three-quarters of a mile farther west the coast turns almost due south to reach Almadi point (Plate 110), the extreme west of the mainland of Africa. There is a lighthouse on a rock three-quarters of a mile out to sea. Cape Verde itself is 2 miles to the south-east of Almadi point, and behind it are two conical hills called the Mamelles. It was the stunted brushwood on these hills that gave the cape its name. From here to Cape Manuel the coast continues its south-easterly direction, being formed of red cliffs and small sandy beaches. Fann point, $3\frac{1}{2}$ miles from Cape Verde, marks the north-western end of Madeleines bay, which washes the south-western side of Dakar (p. 444). Some 2 miles south-west are the four Madeleines islands, all of which are rocky and three of which are inaccessible. At Cape Manuel, which is 131 feet high, the coast turns sharply north to form Bernard bay. North of Dakar is Hann bay, and both of these small bays are on the western side of Goree bay. This is generally considered to stretch from Cape Manuel to Cape Rouge, and in it,

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SENEGAL AND THE DISTRICT OF DAKAR

133 1 1/2 miles off shore from Dakar, is the historic island of Goree (p. 449).
 [504] The bay is protected by the Cape Verde peninsula and affords good anchorage at a depth of 11 fathoms, and its beaches provide numerous landing-points for ships' boats.

[361] The village of Hann, in the middle of the shore of Hann bay, is a

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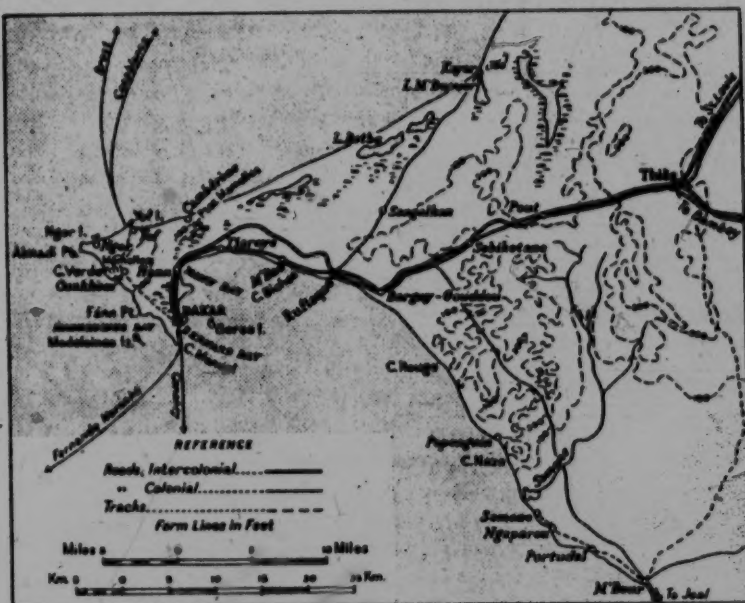


FIG. 48. The Cape Verde Peninsula

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 [361] seaside resort for the inhabitants of Dakar. There is also a botanical
 [369] garden. The intercolonial road and the railway run near the sea and
 [491] are never far from it until they pass Bargny-Gouddou. North-east of
 [496] Hann there is a narrow lagoon between the sea and the road, and the
 coast bears away north-east, east, and east-south-east for the 11 miles
 to Rufisque (p. 449). There is much marshland, and the sole feature
 of note is Cape Biches, a low promontory 2 miles before the town.
 [361] Bargny-Gouddou is 3 miles east-south-east of Rufisque, and beyond
 it the coast is cut up by creeks and lagoons, which have small seasonal
 rivers running into them. Behind them are scattered sandhills which
 rise eastwards to hills of 200 and 300 feet. Cape Rouge, which barely
 projects into the sea, has red cliffs intersected by wooded ravines.

THE COAST

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Cape Rouge to Sangomar Point

The hills are near the shore at least as far as the Somone, but the shoreline is fringed with sandy beaches and occasional mangrove swamps. Popenguin, 6 miles from Cape Rouge, has a Roman Catholic church, and, $1\frac{1}{4}$ miles farther, Cape Naze rises to 236 feet. Inland there is a hill of 400 feet. Three miles beyond the cape the river Somone finds its way to the sea through a patch of mangrove-woodland. The coast runs south-eastwards by means of a series of small bays, and the country is more settled and cultivated. A number of sandspits can also be distinguished. These have been built by the prevailing current, and they have either blocked or diverted the short streams and marigots. From the village of Somone, which is a little distance from the river of that name, there is a minor road to Ngaparou, Portudal, and M'Bour (p. 450). Portudal's great days are over, but ships can still anchor about $3\frac{1}{2}$ miles off shore in a depth of $5\frac{1}{2}$ fathoms. There is a reef to seaward of the beach, but west of the village a break allows access to a creek, where landing is possible. There are many other reefs and shoals off this part of the coast. Inland, the road is continued near the shore to Joal, but in many places its surface is very rough indeed. Two miles beyond M'Bour the Balling, a seasonal river, meets the sea, and, 3 miles farther still, is Nianing, a local centre for tracks. From here the coast runs almost due south to Sarène point, a low and sandy promontory. After this the road goes inland a little to avoid a shallow bight, heavily fringed with mangroves and crossed by several marshy streams. South of this, and 1 mile north of Senti point, is the village of Ngazobil, conspicuous by reason of its Roman Catholic church. Joal (p. 450) is $2\frac{1}{2}$ miles farther south-east. From this place onwards the coast is extremely swampy and is cut up by creeks and estuaries. Only the principal features can be noted here.

Eleven and a half miles beyond Joal stands the little village of Diakhanor. This marks the northern end of a strip of land which is strongly reminiscent of the Langue de Maric. It has been built by the Saloum and the sea, and it separates them for about 10 miles. An old mouth of the river is clearly observable 6 miles south of Diakhanor, and the end of the strip is called Sangomar point.

Sangomar Point to the Frontier of the Gambia

The Saloum is navigable upstream for sea-going vessels for about 100 miles, and on its banks and those of its tributary the Sine

[p 402]

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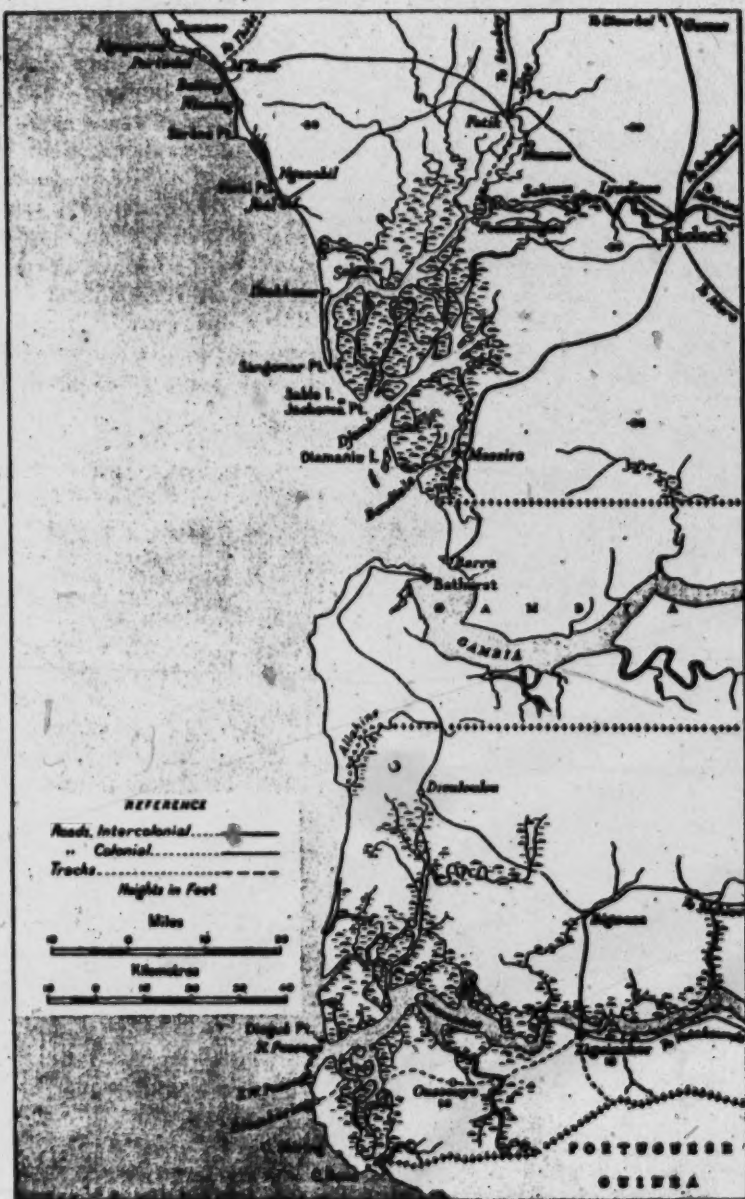


FIG. 49. Senegal: the Coast from Ngaparou to Cape Rose

POPULATION AND INLAND TOWNS

427

near the Senegal river, the Fulani in the centre of the colony, and the Mandingos in the east of it.

162
[563]*The District of Dakar*

The 66 square miles of the District of Dakar contain 126,929 persons; but the figures for density per square mile mean even less than elsewhere, since most of the inhabitants live in the town itself.

In 1937 there were 118,459 natives and 8,470 Europeans, of whom 6,728 were French. This was about a quarter of the total of Europeans in the whole Federation.

[563]

INLAND TOWNS

BAKEL (14° 52'; 12° 24' W.) Population, 2,103. Provincial headquarters. Medical post. Landing-ground. Regional School. Garage. Daily market.

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[131]
[162]

Bakel is on the left bank of the Senegal (Plate 83) where the river passes between cliffs some 17 miles below the entrance of the Falemé. It is a local market for gum, ground-nuts, grain, gold dust, hides, and ostrich feathers. Most of the inhabitants are Moslems.

[438]
[162]

By river it is 531 miles from St. Louis and 84 miles from Kayes, and there is a fortnightly steamer service when the water permits. By colonial road Bakel is 386 miles from St. Louis, 93 miles from Matam, and 32 miles from Kidira. A bus service connects all these places. The river can be crossed by ferry, and from the Mauritanian bank a poor track leads to Sélibaby (32 miles).

[487]
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BAMBEY (14° 40'; 16° 25' W.). Altitude, 59 feet. Population, 4,209. Mixed Commune. Dispensary. Police station. Meteorological station. Landing-ground. Garage. Agricultural experimental station. Daily market.

[131]
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Set in the midst of an area of dense population, Bambeý is a prosperous market town. The main product of the locality is ground-nuts, and large quantities of these are put on the train each year. They also form the chief speciality of the agricultural experimental station.

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[654]

Communications. By railway Bambeý is 77 miles from Dakar, 33½ miles from Thiés, 17 miles from Diourbel, and 319 miles from Kidira. It is on the intercolonial road, being 49 miles from Thiés and 16 miles from Diourbel. A colonial road goes almost due south to Fatik (27 miles). There is a daily bus service (p. 473) to Fatik, Foundiougne, and Kaolack.

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[494]

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36
[131]
[162] BIGNONA (12° 49'; 16° 16' W.). Altitude, c. 60 feet. Population, 1,611. Provincial headquarters. Medical post. Military post. Emergency landing-ground. Garage.

[438]
[162] Bignona stands on the left bank of a small and marshy tributary of the Casamance. Canoes carry a certain amount of merchandise, as also do lorries. The principal items of trade are ground-nuts, palm kernels, wax, rice, and fruit. Most of the native inhabitants are Dioulas.

[491] Colonial roads lead south to the Casamance opposite Ziguinchor (16 miles), east to Sedhiou (58 miles) and Kolda (120 miles), and north-west to Diouloulou (35 miles) and the frontier of the Gambia (46 miles). There are also several minor roads and tracks.

[131]
[162] DAGANA (16° 27'; 15° 34' W.). Altitude, 13 feet. Population, c. 3,500. District headquarters. Medical post. Emergency landing-ground. Regional School. Race-course.

[439]
[487] Dagana is on the left bank of the Senegal, and its chief economic function is as a market for Mauritanian gum. This is shipped down river to St. Louis, 116 miles away. There is also connexion upstream to Podor (61 miles), Bakel (403 miles), and Kayes (487 miles).

[491]
[494] By colonial road Dagana is 86 miles from St. Louis and 332 miles from Kidira. It is on the bus service (p. 474) between these two places. Southwards another colonial road leads across sparsely inhabited country to Dahra (89 miles) and Diourbel (162 miles). From the opposite bank of the Senegal a track goes to Mederdra, some 30 miles distant.

[131]
[162] DIOURBEL (14° 39'; 16° 10' W.). Altitude, 39 feet. Population, 15,442. Mixed Commune. Provincial headquarters. Medical post. Police headquarters. Emergency landing-ground. Power station. Hotel. Garage. Daily market.

[438]
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[87] This flourishing town lies across the little Sine river in the middle of a well-cultivated shallow valley. To the north the ground rises somewhat. Diourbel owes its prosperity to ground-nuts, and 100,000 tons of them pass through the town every year. There are several factories for the shelling of the nuts and for the expression of their oil. Besides this, Diourbel is the headquarters of the province of Baol and a route centre. Its inhabitants are mainly Moalems, who have a large and important mosque. There is also a special school for sons of chiefs.

POPULATION AND INLAND TOWNS

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The electric power station has a gas-engine plant that burns the residue from ground-nut presses.

Communications. Diourbel is the railway junction for Routes 3 and 4. By the former it is 50½ miles from Thiès and 302 miles from Kidira, and by the latter it is 31 miles from Touba. The intercolonial road leads westwards to Thiès (65 miles) and Dakar (109 miles) and south-eastwards to Kaolack (40 miles), Tambacounda (230 miles), and Nayes (351 miles). Colonial roads go north-eastwards to Dahra (73 miles) and Dagana (162 miles) and south-westwards to Fatik (25 miles) and Kaolack (53 miles).

LOUGA (15° 37'; 16° 16' W.). Altitude, 128 feet. Population, 4,390. Mixed Commune. Provincial headquarters. Medical post. Barracks. Police headquarters. Landing-ground. Regional School. Power station. Garage. Race-course. Agricultural experimental station and farm school. Daily market.

Louga is the scene of the most important cattle market in the whole colony. It is this that has made it a route centre. Other local products are ground-nuts, gum, and millet. Administratively, Louga is the headquarters of the province of the same name and also a military headquarters.

Electricity is supplied by an oil-driven plant.

Communications. Louga stands at the junction of railway routes 1 and 2, being 119 miles from Dakar, 44 miles from St. Louis, and 81 miles from Linguéré. It is on the intercolonial road from Dakar (121 miles) to St. Louis (47 miles). A colonial road runs eastwards across the colony to Dahra (59 miles), Linguéré (84 miles), and Matam (242 miles). There are also minor roads and tracks.

PODOR (16° 35'; 15° 02' W.). Population, 3,168. Provincial headquarters. Medical post. Emergency landing-ground. Regional School. Garage. Daily market.

This riverside town is chiefly important for gum arabic. The gum is brought by the Arabs, sold in the market, and shipped down the Senegal to St. Louis.

Communications. By river Podor is 178 miles from St. Louis and 437 miles from Kayes. Throughout the year the Messageries Africaines run a fortnightly service to and from St. Louis. From July to January the boats also go upstream as far as Matam (234 miles) and in August and September to Kayes. Podor is on the colonial road, being 135 miles from St. Louis and 288 miles from Nayes. There is a ferry across the river to connect with tracks to such Mauritanian

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430

SENEGAL AND THE DISTRICT OF DAKAR

36 towns as Boutilimit and Aleg. There is also a track that runs south-
 [491] south-westwards to Yang-Yang. For half the year there is a bus
 [494] service twice a week to St. Louis in one direction and to Kidira in
 the other. $\frac{1}{2}$

[131] TAMBACOUNDA (13° 45'; 13° 39' W.). Altitude, 148 feet. Population,
 [62] c. 4,000. Provincial headquarters. Medical post. Police head-
 quarters. Landing-ground. Wireless station. Hotel. Garage.

On a slight eminence above a marshy tributary of the Sandougou,
 [491] Tambacounda is of considerable importance as a route centre. It
 [496] is not only a road junction but also the most southerly point in
 [248] Senegal of the Dakar-Niger railway. Near the town is a sisal
 plantation.

The hotel is open only from December to May.

[496] By rail Tambacounda is 285 miles from Dakar, 111 miles from
 [491] Kidira, and 170½ miles from Kayes. One intercolonial road runs
 westwards to Kaolack (188 miles), Thiès (295 miles), and Dakar
 (339 miles); another north-eastwards to Nayas (121 miles) and
 Kayes (176 miles); and a third southwards to Diabougou (25 miles)
 and ultimately to Labé (288 miles). Before the war Tambacounda was
 [509] connected to Dakar and Bamako by a weekly air service operated by
 Air France.

[131] THIÈS (14° 49'; 16° 52' W.). Altitude, 207 feet. Population, 15,451.
 [62] Mixed Commune. Provincial headquarters. Medical post.
 [997] Barracks. Police headquarters. Landing-ground. Regional School.
 Roman Catholic mission. Power station. Hotels. Garages.
 Railway workshops. Cinemas. Daily market.

Since the opening of the railway in 1885 Thiès has grown from a
 collection of native huts to a large town. The railway workshops
 [498] employ many hundreds of men, and the market handles considerable
 [438] quantities of ground-nuts. The town has been built on a slope that
 declines gently east and north-east to a small stream. The old Fort
 Faïdherbe is still standing, and there is a big Roman Catholic church.

Communications. Thiès is a railway junction, being 43½ miles
 [496] from Dakar, 119½ miles from St. Louis, and 352½ miles from Kidira.
 [491] It is also a meeting-place of intercolonial roads. One of these comes
 from Dakar (44 miles) and goes on to St. Louis (124 miles), while the
 other branches east to Kaolack (107 miles), Nayas (416 miles), and
 Kayes (471 miles). There are several minor roads, notably one going
 [494] south to M'Bour. Along this road there is a regular bus service, with
 two buses each weekday in either direction.

$\frac{1}{2}$ [From The Town of Podor--Analyst]

361 The oldest part of St. Louis (Fig. 53) stands on an island in the estuary of the Senegal. This island is some 2,400 yards long and averages 350 yards in width, and its southern extremity is $13\frac{1}{2}$ miles from the mouth of the river. It has three main suburbs, N'Dar Toute and Guet N'Dar on the Langue de Barbarie, and Sor on the mainland.

History

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[648] Early navigators in search of the gold of Bambouk used the Senegal as a means of entry to the interior, and in 1658 a settlement was founded. This was the first French post in West Africa, and it was named after the patron saint of King Louis XIV. Its story has largely been told elsewhere, since, from the first, it played a prominent part in the general history of French West Africa as a whole and of Senegal in particular. The main events in the past were its capture by the British in 1759, its recapture in 1779, its second capture in 1809, and its final restoration to the French in 1817. During the eighteenth and nineteenth centuries it steadily grew in size and wealth, but in recent years it has been forced, both commercially and politically, to yield to Dakar.

The Town

361 The original island is now almost completely covered with buildings. These include Government House (Senegal), the Law Courts, the principal barracks, the power station, and the Roman Catholic church in the centre; the prison, two mosques, and another barracks to the north; and the hospital and another mosque to the south. N'Dar Toute has Government House (Mauritania) (Plate 92), the market, and yet another barracks, and Sor has the railway stations and the cemeteries. Guet N'Dar is inhabited almost entirely by natives.

• 491
361 The western arm of the river is crossed by two bridges. The Geôle Bridge, 150 yards long, connects the main town to N'Dar Toute, and it takes its name from the prison near its eastern end. Five hundred and sixty yards south of it is the Servotuis Bridge, the western end of which marks the dividing line between N'Dar Toute and Guet N'Dar. At the other end of it is an open space at present called Place Pétain. In a line with the Servotuis Bridge is the Faïdherbe Bridge across the main stream. Built in 1900, this bridge is 570 yards long and has six fixed spans and a roadway 37 feet wide. Near its western end is a swing bridge with two openings each of 30 yards.

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30 yards. Immediately east of it is the Place St. Germain, on the south-west side of which stands the main railway station. 361

The western side of the Langue de Barbarie has been reinforced by groynes and a sea-wall.

The town as a whole is well planned, and it has many shops and offices.

Trade

The chief exports are oil-seeds and skins. Imports are mainly manufactured goods. In 1937 the former weighed 30,400 tons and were valued at 31,600,000 francs (£253,990), and the latter weighed 8,300 tons and were valued at 11,900,000 francs (£95,640). 439

Description of Port

Anchorage. Outside the bar at the river mouth there is anchorage in 9-11 fathoms. Inside it there is again a depth of 11 fathoms, which gradually decreases until it is 5 fathoms just below Faidherbe Bridge. 504 [33]

Quays. The principal quays are on the east side of the island. North Quay (Plate 115), above Faidherbe Bridge, is 1,050 feet long, and South Quay, below it, is 1,770 feet long with an alongside depth of 12 fathoms. At the harbour station in Sor there is a jetty 600 feet long with a wharf at its head. There are four small piers on the island, whose positions are shown in Fig. 53.

Equipment. There is a steam crane some 600 yards above the North Quay and a slipway a little higher still. Minor repairs can be effected, but facilities are generally poor.

Fuel. A small stock of coal is kept, but no oil.

Communications

Rail. There are three railway stations (p. 467) in Sor, and the main station is the terminus of the line to Dakar (Route 1). 498

Road. The intercolonial road to Thiès (124 miles) and Dakar (168 miles) starts from the Place St. Germain and then turns south when clear of the goods station. At this point the Imperial road branches off north-east to Rosso (66 miles) and ultimately to Tindouf (1,315 miles). There is a bus service twice a week to and from Matam and Ndayes. 491 494

Air. The airfield is $3\frac{1}{2}$ miles north-east of Place St. Germain. Its surface is hard clay and it has one hangar. In normal times there is a weekly Air France service to Dakar. 508 509

History

175 Until the middle of the nineteenth century Dakar was a Lebou
361 village. In 1846, however, a Roman Catholic convent was built there,
[197] and eleven years later the village and the Cape Verde peninsula were
officially occupied. In 1858 the French Government signed a
contract with the Messageries Impériales (now the Messageries
Maritimes) whereby ships sailing between Bordeaux and Rio de
Janeiro would call at Dakar. The company acquired 7½ acres of land
near Dakar point, and in 1863 a small jetty was built. This was the
beginning of the port. In 1864 a lighthouse was constructed near
[502] Cape Verde and three years later two others, respectively at Almadi
[496] point and at Cape Manuel. In 1885 the railway to St. Louis was
[712] opened. It was not, however, until 1898 that the idea was conceived
of making Dakar a big naval base, and by 1910 it was capable of
[504] accommodating vessels of all types. Further improvements have
since been effected, and to-day the dry dock is big enough to take a
battleship.

The Town

361 Dakar has grown so as to cover the southern part of the Cape Verde
peninsula, but the port is on the east side of the town. On the
south-west are the cliffs of Madeleines bay and on the south-east
those of Bernard bay. Dakar point marks the northern end of the
latter. North of the port is Bel Air point, the southern limit of
Hann bay.

The medina or native town, which contains nearly half the popula-
tion, is to the north-west of the main town. The intercolonial road
• [491] enters the latter from the north and is continued as the Avenue
[368] Gambetta and the Avenue Maginot to an open space where stands
the Roman Catholic cathedral. East of the cathedral is the Residence
of the Governor-General (Vol. I, Plate 58), magnificently situated on
the top of the cliffs overlooking Bernard bay. Farther south are the
British Consulate, the Pasteur Institute, the botanical gardens, and,
[743] almost at Cape Manuel, the isolation hospital. The buildings of the
army headquarters are near Dakar point. West of them are the port
offices, the telephone exchange, the principal market, the Mairie
(Plate 117), and the law courts. The town contains innumerable shops
and offices and many clubs, cafés, hotels, and other amenities of
modern civilization.

448

SENEGAL AND THE DISTRICT OF DAKAR

504 small piers and a slipway. A quarter of a mile south of the slipway are the naval oil-fuel tanks, which are at the northern end of the dockyard. This has, among other works, a large basin and a dry dock, and behind it are the railway goods station and workshops. [498] Just beyond its southern corner is the main station, but extensions of the line run on to the wharfs. On the south side of the harbour are the three principal commercial basins, separated from each other by moles. The easternmost of these is the South Jetty, at the northern end of which is another light, only 275 yards from the end of North Jetty. [502]

From Dakar point a breakwater runs for 1,000 yards south-east and east.

Alongside depths vary from 21 feet at No. 1 Mole to 34 feet at No. 8 Mole, and the total length of quays and oiling berths, apart from those in the dockyard, is 13,861 feet.

Warehouses. There are warehouses on No. 1 Mole, No. 2 Mole, and No. 3 Mole, and all along the south side of the harbour.

Equipment. The dry dock is 656 feet long and 93 feet wide and can be divided into two parts. There are numerous cranes of all types, including floating cranes. The two largest of these are each of 125 tons. Repair facilities are good, and the port is well supplied with tugs, launches, and lighters.

Fuel. The commercial oil-fuel tanks are on the south shore of Hann bay. Behind them is a goods station. Additional naval oil tanks are farther north-west. A pipe-line connects the commercial tanks to the oil berths at the end of North Jetty. Coal is stored on [439] No. 8 Mole. It is very largely imported from South Wales. Good stocks of both fuels are normally held.

Communications

498 *Rail.* Dakar is the terminus of the railway from Thiès and St. Louis (Route 1). From Thiès Route 2 runs to Kidira (396 miles) and ultimately to Koulikoro (801 miles). The main station is at the south-east corner of the harbour, close to the dockyard.

• 491 *Road.* It has already been stated that the intercolonial road runs north from the end of Avenue Gambetta. It follows the curve of Hann bay to Rufisque (15 miles) before going to Thiès (44 miles). A minor road leads north-westwards to Ouakam (5 miles) and Yof (8 miles). There are also other minor roads.

508 *Air.* The airport lies nearly 5 miles north-west of the main town, and has hangars and workshops. In 1939 Dakar was on the Air France
509

[RUFISQUE]

450

SENEGAL AND THE DISTRICT OF DAKAR

439 Rufisque was the first port from which ground-nuts were exported, and to-day ground-nuts are still the main article of trade. In the first quarter of 1939 it exported 25,152 tons of them. On the north side of Goree bay, Rufisque can only handle small ships. There is anchorage off shore in 3-7 fathoms, but from July to November heavy swell makes it almost unusable.

633 Since 1937 the town has been in the District of Dakar.

504 *Jetties and Equipment.* There are three jetties with alongside depths of at least 9½ feet. Two of these are of iron, one being 603 feet long and 33 feet wide with an extension by a wharf 65 feet long and 52 feet wide. The third is of concrete and is 656 feet long. Decauville tracks connect these jetties to the railway. There is one 5-ton crane and one 2-ton, besides smaller ones. There are 4 tugs and 2 lighters.

Communications

496 *Rail.* By rail Rufisque is 17 miles from Dakar, 26½ miles from Thiès, 146 miles from St. Louis, and 268 miles from Tambacounda.

• 491 *Road.* The intercolonial road runs from Dakar (15 miles) through Thiès (29 miles), where it divides. Eight miles beyond Rufisque a colonial road branches off it to go to M'Bour (38 miles), Joal (61 miles), and Fatik (101 miles). Another colonial road goes north-eastwards from the town to Sangalkam (6 miles) and Kayar (17 miles).

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[131] M'BOUR (14° 21'; 16° 57' W.). Population, c. 4,500, including 175
[162] Europeans. Mixed Commune. District headquarters. Custom-house. Medical post. Police station.

The town of M'Bour stands at the head of a shallow cove which extends for a mile out to sea as a passage between two reefs. Inside the cove the water is up to 4½ feet deep, and there is a wharf used by surf-boats. Ships anchor 2½ miles off shore, but heavy swell makes conditions difficult from June to November. Ground-nuts and millet are exported.

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[491] M'Bour is on the colonial road from Rufisque (38 miles) to Joal (23 miles) and Fatik (63 miles). Several minor roads lead inland, notably one to Thiès, along which there is a bus service twice a day.
[494] For half the year there is also a service to Joal.

[131] JOAL (14° 09'; 16° 51' W.). Population, c. 900. Custom-house.
[162] Roman Catholic mission.

[175] Joal was founded by the Norman Company in the middle of the seventeenth century. It was captured by the Dutch in 1677 and by

[JOAL]

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the British 70 years later, and it did not finally become French until 1763. It is on a sandspit in front of a coastal lagoon. Off shore there is a large sandbank, exposed at low tide.

There is a small wharf, but, owing to the difficulty of access, there is very little trade. In 1937, for example, only 4,600 tons of goods were handled and their value was 4,600,000 francs (£36,970).

The colonial road from Fatik (40 miles) to M'Bour (23 miles) and Rufisque (61 miles) runs through the town. There are also minor roads. From November to June there is a bus service to M'Bour and Thiès four days a week.

FOUNDIOUGNE (14° 06'; 16° 29' W.). Population, 2,734. Mixed Commune. District headquarters. Custom-house. Medical post.

Foundiougne is on an island formed by the Saloum, the Djomboss, and their connecting channels. Much of the district is swampy, but the town itself is on a piece of firm ground on the left bank of the Saloum, 33 miles from the sea.

Anchorage in the river is in 3½ fathoms. There are 8 wharves, of which 1 is owned by the municipality.

The principal export is ground-nuts, but in recent years Foundiougne has declined in prosperity. This is owing to the rise of Kaolack, which is better situated on the north bank of the river and which has much better communications.

There is a ferry across the river, and from its far side a rough road leads to Fatik. South of the river there is a colonial road eastwards to Kaolack (32 miles). Along both these roads there is a bus service, daily in the dry season and fortnightly in the wet.

FATIK (14° 18'; 16° 27' W.). Population, 3,521, including 128 Europeans. Mixed Commune. District headquarters. Medical post. Police station. Emergency landing-ground. Regional School. Garage.

At Nonane, on Marigot de Fatik 14½ miles above its junction with the Saloum, is the site of one of the old *escales*. This is the upper limit for boats drawing 10 feet, but smaller craft can ascend a further 7 miles to Fatik, 58 miles from the sea. The town is on the right bank of the river, which is here called the Sine.

Trade is chiefly in ground-nuts.

Colonial roads lead north to Bambey (27 miles), south-east to Kaolack (28 miles), and south-west to Joal (60 miles), and a minor road south to Foundiougne.

The landing-ground is half a mile west of the town.

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[62][505]
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SENEGAL AND THE DISTRICT OF DAKAR

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[62]

KAOLACK (14° 07'; 16° 07' W.). Population, 21,973. Mixed Commune. Headquarters of the province of Sine-Saloum. Custom-house. Chamber of Commerce. Medical post. Police headquarters. Meteorological station. Landing-ground. Wireless station. Regional School. Roman Catholic mission. Bank of West Africa. Banque Commerciale Africaine. Hotels. Garages. Race-course.

[439] Kaolack exports more ground-nuts than any other port in the Federation. It is a well-planned town with squares and trees, and it is on the right bank of the Saloum, 71 miles above its mouth, where the river is 100 yards wide. It is the limit of navigation for sea-going ships.

[487]
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[162] In 1904 Kaolack had only 300 inhabitants, but the development of communications in the neighbourhood has caused it to grow to its present size. The figure given above is for the permanent population only. At the height of the ground-nut season there are an additional 20,000 temporary inhabitants.

[166]

Trade

[439] During the first quarter of 1939 Kaolack exported 32,259 tons of ground-nuts (Plate 122), as against 26,832 tons from Dakar. Owing to the bar across the Saloum, however, many ships do not load to their maximum capacity but go on to Dakar to complete their lading.

[258] Across the river from the town is a large salt-works.

The Port

[504] On the north bank there are concrete quays with a total length of over 2,000 feet and on the south bank there is a small wharf. At Lyndiane, 9 miles downstream, is a wharf belonging to the firm of Peyrissac et Cie.

Communications

[498] *Rail.* Kaolack is the terminus of Route 5 to Guinguiné (14 miles), and is therefore 142 miles from Dakar. It is also the terminus of Route 6 to Lyndiane (6½ miles). Both stations are close to the river, and there is a line directly on to the quays.

[491] *Road.* Intercolonial roads lead northward to Gossas (25 miles), Thiès (82 miles), and Dakar (126 miles), eastward to Kaffrine (37 miles) and Tambacounda (188 miles), and south-south-westward to Messira (49 miles) and the frontier of the Gambia (57 miles). The last-named road crosses the Saloum by a bridge. A colonial road goes north-west to Fatik (28 miles), another south-east to Niore

[KAOLACK]

PORTS

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(33 miles) and Medina (50 miles), and a third west to Foundiougne (32 miles).

Air. The airfield is 1 mile north-east of the town.

Wireless. The wireless station is in the centre of the town.

Shipping. Boats of the Messageries du Sénégal line call regularly, and the Compagnie de Navigation Paquet maintains a weekly service with Foundiougne, Bathurst, and Dakar.

ZIGUINCHOR (12° 32'; 16° 21' W.). Population, 6,070. Mixed Commune. Headquarters of the Casamance Territory and of the Province of Ziguinchor. Custom-house. Magistrate's Court. Chamber of Commerce. Hospital and maternity home. Police headquarters. Meteorological station. Emergency landing-ground. Wireless station. Roman Catholic mission. Garages. Daily market.

The first large piece of firm ground upstream from the mouth of the Casamance is nearly 42 miles from the sea, and it is here, on the left bank, that Ziguinchor stands. The depth of the river is 6 fathoms. Jetties have been built at right angles to the waterfront, partly to counteract silting, and ships drawing 15 feet can go alongside them. The quays have a total length of over 3,000 feet and the warehouses a total capacity of some 25,000 tons. There are no cranes, all goods being manhandled.

There is a considerable variety of exports, including ground-nuts, fruit, rice, palm oil, palm kernels, cotton, tobacco, sisal, and hides, but imports are chiefly manufactured goods and building materials. In value of trade Ziguinchor comes between Foundiougne and Rufisque.

Communications

Road. The river is crossed by a ferry, and a colonial road leads north to Bignona (16 miles) and then east to Sedhiou (74 miles) and Kolda (136 miles). Another one goes along the south bank of the Casamance, also to Kolda (130 miles). Minor roads lead south to the frontier of Portuguese Guinea and south-west to Oussouye and Diembering.

Air. Seaplanes can alight in the river, and there is a weekly Aéromaritime service to Bathurst and Dakar. The landing-ground is 1½ miles south of the town.

Wireless. The two wireless stations are housed in the same building.

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[131]
[64] SEDHIOU (12° 42'; 15° 31' W.). Population, 1,653. Provincial head-quarters. Medical post. Emergency landing-ground. Regional School.

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[505] Sedhiou is on the right bank of the Casamance, 68 miles above Ziguinchor and 110 miles from the sea, and it is only usable by vessels drawing up to 5 feet. Formerly more prosperous than it is to-day, it has some brick buildings and shops. Many of the traders are
[439] Syrians, and there is a modest export of ground-nuts, hides, rice, and wax.

• [491] By colonial road Sedhiou is 58 miles from Bignona, 74 miles from Ziguinchor, and 62 miles from Kolda.

II. MINERALS

135
[439] THE principal mineral exported from the colony is ilmenite, which is washed from beach sands between Rufisque and Cape Rouge, between Joal and Diakhanor, and at the mouth of the Casamance. Zircon (Vol. I, pp. 295-6) is obtained from the same sands, the ilmenite:zircon ratio being about 3:1. Other minerals of potential value are phosphates and limestone, both of which occur in Lower Eocene strata. Lenticular beds of phosphate, ranging from 30 to 65 per cent. bone phosphate of lime, are found near Matam and near Thiès. Limestones and marls are more widespread than in any other
[339] colony, and at Rufisque they have been worked experimentally for the commercial production of cement. Bitumen has been encountered at Dakar in borings for water, but investigations have shown that the
[315] geological structure is unsuited to the accumulation of petroleum.

12. AGRICULTURE

241 THE Gambia divides the millet from the manioc zone, but ground-nuts are the chief crop of both. Sisal-growing is an important, though more recent, industry. South of the Gambia the Casamance Territory provides a rich area for fruit and subsistence crops as well as for ground-nuts.

[439] There is far more production for export than in any other colony.

Food Crops

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262 Millets. Millets form the staple diet of the majority of the native population and are grown all over that part of the colony north of the

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SENEGAL AND THE DISTRICT OF DAKAR

Route 2

LOUGA-LINGUERE

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Distances from Louga		Elevation in feet	Stations	Itinerary
Km.	Miles			
0	0	138	LOUGA	The line branches south-east away from the main line from Dakar to St. Louis. It then turns east to maintain a generally eastwards direction. The country varies little in height and is devoid of features of interest. The line is rarely more than a hundred yards from the road. In its last stages it makes use of a coule commonly called the Ferlo Valley. Linguere itself is a road junction of considerable local importance.
22	13	151	OUARRAC	
30	18½	157	COKE	
43	27	164	TIAMEN	
57	35½	190	N'DIAO	
68	42	180	BOUTHOUC	
84	52	131	NIANDOUL	
92	57	98	DANRA	
104	65	138	SOMME	
116	72	118	OUARRAC	
131	81	33	LINGUERE	

[491]

Route 3

THIES-KIDIRA

Distances from Dakar		Elevation in feet	Stations	Itinerary
Km.	Miles			
70	43½	207	THIES	Leaving the route for St. Louis, this line bears south-east and then east to descend to Kombol, passing through densely populated areas. From Kombol it runs almost due east-south-east all the way to Diourbel. It crosses a number of minor valleys. At Diourbel is the junction with the branch to Touba. The main line turns sharply south-east through country covered with brushwood and champs of trees.
85	53	112	THIEDJARA (halt)	
96	60	36	KOMBOLE	
110	68	52	DANGALMA (halt)	
124	77	66	BAMBEY	
139	86	72	DIARAVE LAGNAN (halt)	
151	94	39	DIOURBEL	
165	102½	81	TOUR (halt)	
178	110½	82	GOMBAS	
197	122	66	GANTHE (halt)	

COMMUNICATIONS

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Distance from Dakar		Elevation in feet	Stations	Itinerary
Km.	Miles			
206	128	65	GUINGUINÉ	The branch line from Kaolack leaves Guinguiné in the same direction as the main line approaches it. The latter curves gently to assume an easterly course. The Saloum, now shrunk to a tiny seasonal stream, is crossed by a culvert shortly after Birkelane. As far as Malème, 4 miles beyond Malème-Hodar station, the line is accompanied by the road, but subsequently runs to its north. The railway comes somewhat south of its most direct route, partly to skirt the arid Ferlo region and partly to divert trade from the Gambia. Most of the villages in this section are the result of the railway. After Sinthiou-Malème the line makes use of the upper part of the valley of the Sandougou, and so reaches Tambacounda, the route's southernmost point in Senegal. Bearing north-eastwards, the line runs across a marshy but fertile plain, and, beyond Bala, across undulating country. Between Couténabé and Sinthiou Fissa it rises to its highest point, the watershed between the Gambia and the Senegal basins. As far as Couténabé the line keeps in close company with the road, but from this point onwards the two are apart, the road running to Nayas and the railway
231	143½	33	BIRKELANE	
233	145	..	KAFFRINE	
252	156½	39	MALÈME-HODAR	
280	174	131		
310	193	148	MAKA YOP	
333½	207	98	KOUNGHEUL	
361	224	79	KOUPENTOUN	
389	242	130	MALÈME-NIANI	
413	257	66	KOUBANAR	
433	269	39	SINTHIOU-MALÈME	[361]
459	283	148	TAMBACOUNDA	
486	302	72	COTIARI NAOUDE	
521	324	164	BALA	
550	342	223	BOUGHEUL BAMBA	
573	356	180	GOUDINI	
592	368	230	COUTÉNABÉ	
607	377	331	..	
620	385	213	SINTHIOU FISSA	

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COMMUNICATIONS

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Route 6

KAOLACK-LYNDIANE

Distances from Kaolack		Elevation in feet	Stations	Itinerary
Km.	Miles			
0	0	..	KAOLACK	After leaving the main line, this railway runs through its own station. It turns north-west and then west-north-west to follow the road. Five miles from the town it curves south-west to reach the landing-stage at Lyndiane.
10.5	6½	..	LYNDIANE	

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ROADS

There are 984 miles (1,584 km.) of intercolonial roads, 66 miles (106 km.) of an Imperial road, and some 2,000 miles (3,300 km.) of colonial roads. The impression that these figures give, however, needs two qualifications. Firstly, there are considerable areas of the colony without roads, and, secondly, many of the roads are by no means up to the standard of their class.

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Intercolonial

Intercolonial roads exist as follows: Dakar-St. Louis, Thiès-Nayes, Tambacounda-border of French Guinea, and Kaolack-frontier of the Gambia.

Itineraries. The road from Dakar to St. Louis follows much the same route as the railway. It goes along the coast to Rufisque (15 miles) and then turns inland to Thiès (44 miles). Running roughly parallel to the Atlantic coast, it goes through Tivaouane (57 miles) and Louga (121 miles) to M'Pal (144 miles). It then turns towards the sea to reach St. Louis (168 miles). This road is one of the best in the Federation. Between Dakar and Thiès the surface is tarmac and between Thiès and St. Louis it is firm laterite. A lorry takes about 11 hours to cover the whole distance.

The second road also follows the railway, except between Gossas and Kaffrine. Leaving Thiès by the east, it makes a huge curve through Diourbel (64 miles) and Gossas (80 miles) to Kaolack (107 miles). After that it follows a generally easterly direction by way

● 491

of Kaffrine (144 miles) and Kounghoul (204 miles) to Tambacounda (295 miles), an important road junction. From there it turns east-north-east to Bala (338 miles) and Nayas (416 miles). The latter is on the Falcéme, which forms the boundary with French Sudan, and 55 miles from Nayas. This road is part of the great highway that connects Dakar with Zinder, but its surface varies from indifferent to bad. The section east of Thiès, for example, is sandy with deep ruts; from Kaolack to Kaffrine sand makes the going heavy and slow; and from Tambacounda to Nayas there are numerous marshes. Many stretches east of Kaolack are impracticable in the wet season.

The third road strikes south from Tambacounda, crosses the Gambia river at Diabougou (25 miles), and reaches the border of French Guinea at 108 miles, 180 miles from Labé. The Gambia is crossed by a temporary bridge, which has been built to replace the ferry that was sunk in April 1941. The surface of this road is fair, being metalled with large pieces of laterite.

The road south-west from Kaolack goes to Messira (49 miles), and then turns south to cross the frontier of the Gambia at 57 miles. From this point a road leads to Barra, 10 miles away, from where there is a ferry to Bathurst.

Imperial

The Imperial road leaves St. Louis by its suburb of Sor and goes north-east through Ross (34 miles). The Senegal river, the boundary of Mauritania, is crossed again at Rosso (66 miles), 38 miles south-west of Mederdra. There is a moderately good laterite surface across level sandy country.

[133]

Colonial

There is a long road that provides a connexion along the left bank of the Senegal from near St. Louis to Nayas. Fifty-eight miles from the former town it leaves the Imperial road. From that point it goes to Richard Toll (113 miles), Dagana (28 miles), and Podor (77 miles). After that it does not go through any large town for many miles; but at 127 miles there is a turn for Boghé (Mauritania), 4 miles distant, at 182 miles a turn for Diorbivol, 5 miles distant, and at 186 miles a turn for Kaédi (Mauritania), 16 miles distant. The road then proceeds to Matam (235 miles), an important route centre, and Bakel (328 miles), crosses the railway at Kidira (360 miles), and joins the intercolonial road at Nayas (365 miles). Almost the whole length of this road is liable to flooding.

COMMUNICATIONS

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Two other roads start from Matam. One goes south-westwards to Nelbi (56 miles) and then follows the Ferlo valley westwards to Yorofofé (98 miles), Kagnar (130 miles), and Linguéré (158 miles). It then continues westwards to Ouarkhor (166 miles), Dahra (183 miles), Coki (224 miles), and Louga (242 miles). Although ranked as a colonial road, this is in reality a desert track, much of it being across rough and waterless country. The other road from Matam is little better. It goes southwards through Malandou (31 miles) and Toubel Bali (88 miles) to Tambacounda (155 miles).

Another road that is very poor for its class begins at Dagana and goes southward across the semi-desert to Yang-Yang (68 miles), crosses the Matam-Louga road at Dahra (89 miles), and then goes through Sagata (98 miles) to the railway terminus at Touba (130 miles). From there the road has a rather better surface to Mbaké (138 miles) and Diourbel (162 miles).

The south-east of the colony is served by a road that runs from Tambacounda to Nieriko (42 miles) on the Gambia and then by way of Dialakoto (48 miles) and Badon (128 miles) to Kédougou (160 miles). From Badon a branch runs south-east for 86 miles to Sata-dougou, which is just over the border of French Sudan.

In the Casamance Territory there is a road from Ziguinchor through Bignona (16 miles), Sedhiou (74 miles), Kolda (136 miles), and Velingara (205 miles) to meet the intercolonial road at Diabougou (245 miles). A branch runs from Velingara to Médina Pagan (32 miles). Another road traverses districts on the left bank of the Casamance from Ziguinchor to Yatakounda (48 miles) and Kolda (130 miles). From Bignona a road runs north-west to Diouloulou (35 miles), crosses the frontier of the Gambia at 46 miles, and provides a connexion with Bathurst, 47 miles farther to the north. This last road is of fairly modern construction and has a tolerable surface, but the others are poor.

Bus Services

Table VI shows the bus services in 1939.

TABLE VI. *Bus Services*

<i>Roads</i>	<i>Services</i>
Bambey-Fatik-Foundiougne-Kaolack	Bambey-Foundiougne: daily; Foundiougne-Kaolack: daily 13 November to 30 April, fortnightly 1 May to 14 November. Service in conjunction with the railway.

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/103 cont. /

633 instance, a customs office, and a telegraph, telephone, and
[647] post office. The various administrative services are represented
there (public works, treasury, medical aid, education, agri-
culture, veterinary medicine, etc.).

493 Financial situation. Taxes. The circle of Sine-Saloum
is constantly increasing in importance because of its size,
population, and economic resources.

[496] Because of its exceptional location, the railway from
[497] the Sudan crosses it over a distance of 190 kilometers. Seven
[505] stations mark it out. Its railroad network and its system of
highways and canals permit it to drain to Kaolack and
[499] Foundiougne all of the products of the soil. Thus, the total
commerce for 1927 (imports and exports combined) amounted
651 to 350 million francs for the circle. The customs duties col-
lected for the benefit of the general budget of French West
Africa reached 13 million francs. The taxes from the tax
rolls (personal taxes, patents, licenses, etc.) have risen to
25 million francs, whereas they did not exceed the figure of
4,300,000 francs in 1923. The advance is thus remarkable.

Native personal taxes alone in 1927 provided 3,768,355
francs, whereas in 1921 they brought in only 2,791,000 francs.

Taxes on livestock went from 270,000 francs in 1921 to
425,000 francs in 1927.

871 /104/ Education. Instruction is given to the children
[875] by French and native teachers. There is a regional school
[872] with 500 pupils at Kaolack. Primary schools are operating
at Fatick, Foundiougne, Sokone, Gossas, Kaffrine, and
Nioro. In all, 1,200 children receive instruction; only an
elite goes to school. A need for the creation of new centers
of education is felt, especially at Birkelane, Kounghoul,
Gandiaye, Niakhar, and Tataguine. Nevertheless, although
instruction in French is given only in our schools, the natives
also receive some rudiments of instruction in the Koranic
schools. The latter are quite numerous.

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504 [196] to the Thiès-Niger railroad. The Kayes-Kaolack route saves about 225 kilometers for the merchandise on the Kayes-Dakar journey, which is appreciable, considering the high cost of the railroad rates.

Exporters, and even importers, therefore have an interest in using the port of Kaolack.

To justify this interest, however, it was necessary: 1st, [502] to put marker buoys on the Saloum; 2nd, to equip the port.

The buoying was completely redone in 1922; it is examined and repaired each year.

Modern facilities for the port are on the way to being realized.

504 653 New works at the port of Kaolack. The government of the colony, after having made different studies concerning the arrangements at the port of Kaolack, opened a competition at the beginning of 1927, by means of which it called on the large public-works enterprises to submit proposals for the arrangements on the right bank of the Saloum River for a distance of 350 meters, with the view of enabling ocean-going vessels to load and unload their merchandise directly, without the aid of barges or tenders, and for the construction of a [491] permanent bridge on the Saloum, about 200 meters long, intended to replace the Noirot bridge, located about two kilometers upstream from the port.

The plans of the Société de constructions Edmond Coignet, of Paris, which were classed No. 1 as being the most adequate for the requirements of commerce and as requiring the least expense, anticipate the following construction and arrangements:

504 A reinforced concrete landing, 350 meters /108/ long and eight meters wide, whose upstream end will be near the Chavanel wharf, and whose downstream end will extend 110 meters toward the present downstream landing of the Thiès-Niger railroad.

The bank of the new work will coincide with the frontage of the approach of the existing landing and in addition will be protected by reinforced concrete pilings every 30 meters.

The landing will be constructed to support a uniformly distributed load of 3,000 kilograms per square meter, as well

/108 cont. /

504 as a set of tracks for a five-ton crane and two railroad tracks. At its downstream end, a reinforced concrete bridge will permit connecting the tracks on the landing with the station of Kaolack.

Behind the landing the terrepleins will be embanked in such a way as to constitute a platform about 300 meters deep extending between the new work and the Rue de la Poste. This platform, intended to contain seccos and eventually some sheds, will be cut by five longitudinal streets ten meters wide and four transverse streets 20 meters wide. These streets will be built with concrete and will have special facilities for the drainage of winter rainwater. Tracks connected with the Kaolack station will be embedded in the concrete of the longitudinal streets.

A large maritime station will be built downstream from the terrepleins which have just been described. It will be made up of a number of sections permitting the convoys of cars which have passed through the Kaolack station to be subsequently shunted to the various longitudinal streets of the terrepleins or to the landing.

The assemblage of the works and arrangements schematically described above will permit an important extension of the present port toward the west where three years from now a truly modern port will be built. There the important transfers of goods made between the Thiès-Niger railroad and the ocean-going vessels will be done with the latest types of mechanical manipulations known, which will insure /109/ more and more commercial transport between the Sudan and Europe.

● **491**
[493] The wooden Noirot bridge presently existing, on which the traffic has increased considerably since the introduction of the automobile in French West Africa, will not much longer be able to support with safety the weight of the cars and trucks and should, in accordance with the plan which has been approved, be replaced by a reinforced concrete bridge made up of 13 trusses with a compass of 15 meters, resting on 12 piers based on reinforced concrete piles.

This bridge will be capable of supporting a railroad

/109 cont. /

- 491 line in addition to the normal traffic of pedestrians and vehicles.

53 The colony of Senegal, in concert with the Société Coignet, is currently preparing the agreement, which will be passed immediately and which will require three years for the landing, the embankments of the terrepleins, and the bridge.

The realization of the works and arrangements planned will be an interesting example of close co-operation between the government of the colony, the public works services, the [44] Kaolack Chambre de Commerce, and private enterprise.

433 To demonstrate the importance of the port of Kaolack, it is sufficient to put some figures before the eyes of the reader. One will get an idea of the growth of the commercial movement that the privileged location of Kaolack on the river enabled one to foresee 15 years ago.

433 In 1905, Kaolack was still a small, insignificant village. Foundiougne was the great port of the Saloum. But 505 Kaolack was the outlet for an entire hinterland much larger; it was the access route of the products from Baol and Haut-Saloum /Upper Saloum/; finally, it was the natural port for the Sudan. Its approach, 120 kilometers from the ocean and made difficult by the passage of the Sangomar channel and [502] the sandbanks of the river, has been facilitated by the buoys. Running aground has become much rarer. Piloting, however, is obligatory.

496 Railroads. The railroad from Thiès to Niger, /110/ 433 extended by a branch of 22 kilometers, which starts at Guinguinéo and ends at Kaolack, brought out the full importance of the latter point as the lands located near the railroad were improved. This development will take several years. It is steadily and fully progressing today. Like all railroad lines, the artery of the Thiès-Niger breathes life into formerly deserted regions, which are now being populated and opened for colonization.

618 Undoubtedly Kaolack benefited from the non-application 504 of the Franco-British pact of April 8, 1904. As is known,

/110 cont./

498 according to this agreement, Great Britain left to us on the
504 Gambia River, along with the territory of Kantora, the port of
Yarboutenda, which she thought was accessible to ocean-going
vessels. If this advantage did not exist, the text added, a port
would be selected downstream and ceded to France, along
with the lands defined by an arc of one kilometer in radius.
Later on, Yarboutenda was discovered to be inaccessible to
ocean-going vessels. The French government then had the
right to select a port on the Gambia which offered the ad-
vantages that the agreement consented to give us. After
study, the port of Nianimaro was selected by the Government-
general of Dakar. But the negotiations between Paris and
London were never concluded.

496 Because of its natural position on a navigable river,
504 Kaolack has remedied a situation which might have been
very disadvantageous for our commerce. The rail line was
even extended from Kaolack to Lyndiane, over a distance of
12 kilometers, in order to favor a private enterprise estab-
lished on the river at this place.

Lyndiane is in fact a point on the right bank of the
Saloum where vessels can tie up easily. The Etablissements
Ch. Peyrissac et Cie., who own this port and have branches
in both Senegal and the Sudan, have a real advantage in this
privileged situation.

496 We have given some indication above of the develop-
ment of the railroad: 190 kilometers in Sine-Saloum. The
seven stopping stations are: Gossas, Guinguineo, /111/
Birkelane, Kaffrine, Malem Hodar, Maka-Yop, and
Koungheul, all located at the outlet of trade routes carrying
groundnuts.

- 491 Roads. Branching off from this railroad line, as well as
from all the major centers, many highways streak across the
country in every direction. These roads, or rather dirt roads,
[494] are for the most part accessible to automobiles: tourist cars
and transport trucks.

There are more than 3,000 kilometers of dirt roads in the
circle, of which 2,000 kilometers are used daily in the dry

/111 cont./

491 season by truckage, the development of which has grown in
[494] considerable proportions since 1920.

The network of roads is on the whole excellent. Every winter, it is subject to deteriorations; the latter are repaired as soon as the dry season arrives. Thousands of workers making [464] their annual contribution are employed there under the supervision of native chiefs and under the direction of the European administrative authorities. Some artificial works, embankments, bridges, culverts, gutters, and channels have been constructed in the swampy places or to cross spots of water.

363 In the communes, the roads are gradually being paved with paving stones as the urban streets develop. In Kaolack six kilometers of streets have been paved with stones in the past five years.

505 Inland navigation. As we have already seen, the Saloum is the major channel of inland navigation. Steamers enter it by the maritime passage of Sangomar. In the channel, 120 kilometers long, up to Kaolack, there are some bends or passages that are quite difficult to negotiate. A pilot is [502] necessary. All of the boats have one, whom they take on at Dakar or Rufisque. The Sine is traveled in the same fashion up to Niamnioroh.

[501] There are countless marigots which are accessible to cutters, small launches, barges, or dugouts. There are several thousand kilometers /112/ of waterways which connect villages, centers of cultivation, and fishing agglomerations.

In the Bas-Saloum in particular, commercial traffic is handled by cutters or by dugouts.

Saboya, on the marigot Miniminian, an affluent of the Gambia, is accessible to ocean-going vessels. Each year boats come to seek the stock of groundnuts produced by this region.

Here are some comparative figures on navigation for the three ports of Kaolack, Foundiougne, and Saboya.